

## AMENDMENT TO THE SPECIFICATION

Please amend paragraph on page 1, beginning on line 18 as follows:

Restraint systems for restraining a lower part of the vehicle occupant have been proposed in various forms. Such an example is illustrated in Figure 8. A laterally extending restraining pipe member 32 is pivotally supported on either lateral end thereof with respect to a seat frame 33 by arm members 34, and a power actuator 35 for vertically upwardly moving the corresponding arm member 34 ~~[[is]]~~ provided on one of the side walls of the seat frame 33. The restraining pipe member 32 is normally situated under a front part of a seat bottom cushion 31. The power actuator 35 is incorporated with a pyrotechnical actuator for driving the restraining pipe member 32 upward along with the corresponding part of the seat bottom cushion 31. The lower part of the vehicle occupant can be thus engaged by the restraining pipe member 32 which is raised at the time of a crash, and the vehicle occupant is thereby prevented from submarining.

Please amend paragraph on page 7, beginning on line 5 as follows:

Referring to Figure 1, a laterally elongated upward projection 8 is formed along the front edge of the seat frame 3 in front of the restraining pipe member 5 so as to provide a continuous support surface for the front part of the seat bottom 2 in cooperation with the restraining pipe member 5. Therefore, when the restraining pipe member 5 is in the illustrated retracted position, the front part of the seat bottom 2 presents a smooth continuous surface, and the thighs of the vehicle occupant are not subjected to any localized pressure which could impair ~~[[of]]~~ the comfort of the vehicle occupant.

Please amend paragraph on page 7, beginning on line 13 as follows:

An electric motor 9 is placed between the right and left gear boxes 7, and the drive shaft 9a of the electric motor 9 is passed into the gear boxes ~~[[9]]~~ 7. A threaded rod 7a extends

from a rear end of each gear box 7 at right angle with respect to the drive shaft 9a. Each gear box 7 is internally provided with a pair of bevel gears which transmit the torque of the drive shaft 9a to the corresponding threaded rod 7a.

Please amend the paragraph on page 12, beginning on line 9, as follows:

An elastomeric seal member 25 and compression coil spring 26 are interposed between the piston 21 and gas generator 24. The compression coil spring 26 normally urges the piston ~~[[25]]~~ 21 in the direction of activation (or in the forward direction). The seal member 25 provides a resiliency in the axial direction, and prevents leakage of gas when the gas generator 24 is activated.

Please amend paragraph on page 12, beginning on line 4 as follows:

The cage member 4a fixedly secures the pyrotechnical actuator 15. As best shown in Figure 7 which shows the one-way lock mechanism 14 and pyrotechnical actuator 15 in ~~[[a]]~~ somewhat more detail, the pyrotechnical actuator 15a comprises a cylinder 23 having a piston 21 received in an inner bore thereof in a slidable manner. A gas generator 24 is received in a bottom end or rear end of the cylinder 23. The rear end of the threaded rod 7a is received in the cylinder 23 and abuts the piston 21 (in a relatively rotatable manner).

Please amend the paragraph on page 12, beginning on line 14, as follows:

The one-way lock mechanism 14 is provided on the front end of the cylinder 23. The one-way lock mechanism 14 comprises a casing 28 fixedly attached to the front end of the cylinder 23 around the threaded rod 7a, an engagement piece 29 having an internally threaded section that engages the thread of the threaded rod 7a, and a spring 30 received in the casing 28 to urge the engagement piece ~~[[20]]~~ 29 toward the cylinder 23 or rearward.

Please amend the paragraph on page 14, beginning on line 19, as follows:

When the gas generator 24 has ceased to produce gas, the drive force of the pyrotechnical actuator 15 is lost. However, the one-way lock mechanism retains the

restraining pipe member 5 ~~[[is]]~~ in the raised position. When the restraining pipe member 5 is adapted to undergo a controlled deformation, it can absorb the impact of the deployment of the restraint system and the vehicle crash itself, and control the deceleration of the vehicle occupant in a favorable manner in cooperation with the seat belt.